





## Today's Advertisements.

### HONGKONG RIFLE ASSOCIATION.

A SPOON COMPETITION will be held on SATURDAY, the 30th instant commencing at 3.30 P.M.  
Rangefix 200, 500 and 600 yards.  
5 shots and one lighter at each range.  
Entrance fee 30 cents.  
All Shooting Members are requested to attend in view of a series of matches which are being arranged.  
Gentlemen wishing to join the Association are requested to send their names to the undersigned.

M. S. NORTHCOTE,  
Hon. Sec.  
Hongkong Club, 28th July, 1898. [35]

### HONGKONG HOTEL COMPANY, LIMITED.

#### NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on THURSDAY, the 18th August, at 10 A.M., for the Purpose of Receiving a Statement of Accounts of the Company to the 30th June, 1898, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 5th to the 18th August, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, 28th July, 1898. [194]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR TIENTSIN.

THE Company's Steamship

#### "HUNAN."

Captain Fraser, will be despatched as above on SATURDAY, the 30th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1898. [195]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR SOERABAYA.

THE Company's Steamship

#### "SHANTUNG."

Captain Frampson, will be despatched as above on SATURDAY, the 30th instant, at 1 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th July, 1898. [196]

## Intimations.

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

### AERATED WATERS.

SIMPLE AERATED WATER.

#### SODA WATER.

#### LEMONADE.

GINGER ALE.

#### SARSAPARILLA.

#### RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATER are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures. Special terms to Hotels, Clubs, Messes and other Large Consumers. Any complaints should be addressed to the Manager.

Hongkong, 28th March, 1897. [30]

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.



A. S. WATSON & CO., LTD.

#### MANUFACTURERS OF

### AERATED WATERS.

AERATED WATERS of our manufacture are sold throughout the Far East and are invariably preferred on account of their excellence.

ABSOLUTE PURITY is guaranteed. The best materials only are used.

THE PRICES are only half those charged in England.

WATERS MANUFACTURED BY US are acknowledged by the leading English makers to be equal to those of their own production.

SIR EDWARD FRANKLAND, K.O.B., D.O.L., F.R.S., &c. the greatest living authority on Water, reports as follows on the water as prepared and used by us in our manufacture:—

"It possesses an extremely high degree of organic purity and is of most excellent quality for drinking."

A. S. WATSON & CO., LTD.  
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 18th June, 1899. [17]

## BIRTHS.

At Chelsea, on the 7th of July, 1898, the wife of J. W. INNOCK, I.M. Customs, of a son.  
At 51, Serchen Road Shanghai, on the 21st inst., the wife of WILLIAM BATES, of a daughter.

## DEATH.

At the General Hospital, Shanghai, on the 20th of July, 1898, ANNA, widow of the late Paul O'Brien Twigg, aged 70 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 28, 1898.

## PEACE.

The Spanish-American war, which experts predicted could not last for more than a month, has dragged its somewhat wearying course through no less than three months already, but now the end really appears to be within measurable distance. Reuter informs us, in a special telegram, that the Spaniards are formally suing for peace through the French Ambassador at Washington. It now only remains for the United States to inform Spain of the conditions upon which peace will be granted and for Spain to accept them and the Spanish-American war will have become a thing of the past.

What the conditions of peace are likely to be can at present only be guessed at, but it seems probable from recent publications to hand, that the United States will demand the freedom of Cuba and the concession of Puerto Rico, while Spain will probably be called upon to pay an indemnity sufficient to cover the expenses of the war, or at least a part of them. Of course there remains the question of the disposition of the Philippines, but this appears to be so complicated a subject that for the present we prefer to postpone the discussion of it. A great deal hangs upon the question as to whether Manila is now American or Spanish, for the Americans are we believe inclined to regard the capture of that city as the virtual capture of the whole Philippine Archipelago, and so may demand a ransom; while, if Manila has not fallen before peace is concluded there are many perplexing questions to be taken into consideration.

## REUTER'S MESSAGES.

### THE CONDITION OF CUBA.

LONDON, July 26th.  
A Cuban petition demands the immediate establishment of a Cuban republic.

### SPAIN.

There are indications of a disturbed feeling in Spain, troubles have broken out at Granada, and armed bands have made their appearance in other districts.

THE SPANISH-AMERICAN WAR.  
The Americans are reported to have landed at Ponce in Porto Rico on Monday last.

HAWAIIAN ISLANDS TO BE FORTIFIED.  
The United States will fortify Honolulu making it one of the strongest military posts in the Pacific. Barracks will be built to accommodate a large force.

NEW GOVERNOR-GENERAL FOR CANADA.  
Earl Minto has been appointed Governor-General of Canada.

### Letter.

THE SPANISH-AMERICAN WAR.  
SPAIN SUES FOR PEACE.  
Spain has formally sued for peace through the French Ambassador at Washington. President McKinley will consult the Cabinet before replying.

## TYPHOON WARNING.

The Observatory report to-day says:—On the 27th at 6.15 p.m.: Black South Clouds boiled. On the 28th at 10.55 a.m. Typhoon South of Gap Rock, approaching the coast to the West of Macao. Fresh, possibly strong, E. to S.E. gale with rain squalls, probable in the harbour.

## LOCAL AND GENERAL.

THE Cinematograph Co.'s matched weathered the storm last night very well and displays are given as usual. It is a capital show and a visit well recommended.

OWING to the unfavourable weather, the Team Race and Water Polo Match in costume, arranged for this afternoon at the V.R.C. has been postponed until further notice.

MESSRS. Wardrop and Weibull have left Shanghai for the S.E. Promontory in order to survey the wreck of the steamship *Amavoor* prior to her sale by order of the Court.

A WATER-POLO match will be played between K.O.R. No. 1 and No. 2 teams to-morrow afternoon at the V.R.C. This game will conclude the first round in the Water Polo League.

SILVERMAN'S Anatomical Museum continues to attract interested crowds of spectators at No. 61, Queen's Road, and the artistic and life-like finish of the specimens is much admired by both Europeans and Chinese alike.

THE circulation of the *Daily Chinese Progress* has been forbidden in the French Concession on account of an extra published about the Nig. o Guild trouble. Detectives are posted at all the bridges on the Yangkingsang to seize all the copies of this paper.

THE chief engineer of the steamer *Hot Tong* admitted to a charge of assaulting his boy at the Police Court to-day but added that the offence was committed under great provocation, the boy making use of filthy language. He was ordered to be bound over in the sum of five cents to keep the peace for one day.

On the 22nd inst. the yacht *Merlin* when off the French man-of-war *Belouze* at Shanghai capsized and the occupants were thrown into the water. Two sampans put off to the rescue. Messrs. Butterfield and Swire's steam launch took the yacht in hand and she was towed into shoal water where she was righted.

THE Band of the K. O. L. Regiment will play the following programme at the Officers' Mess to-morrow, commencing at 8 p.m.:—

Overture: La Due D'Alone. Auber.  
Trio: The Alps. Schubert.  
Pavane: The Alps. Schubert.  
Pavane: The Alps. Schubert.  
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Pavane: The Alps. Schubert.

News received in Shanghai on the 21st inst. by some local resident Filipinos to the effect that Manila had capitulated, on the 18th it was said. Exactly how the intelligence got there it was hard to conceive, the recipients merely saying that it was by an "underground" route. They further state that very serious disagreements have occurred between Admiral Dewey and five of the rebel leaders, but at present they are unacquainted with the details of the trouble.

We regret to hear that a rather serious accident occurred on board the steamship *Pathos* recently as she was lying at the wharf at Shanghai preparing to go to sea. The mahogany door of one of the main boilers blew out and the escaping steam and water scalded the Chief Engineer, Mr. Wilson very seriously. The third engineer was also injured. Dr. Burgo was summoned and was promptly in attendance, and after applying dressings and restoratives sanctioned the departure of the injured men with their vessel.

WILLIAM GRIMSHAW, Private of the King's Own Regiment, was charged at the Magistrate's Court at the instance of Inspector McEwen of the Naval Yard Police, with cruelly ill-treating a dog by throwing it from the window of the barracks. Defendant admitted the charge. It appears that the dog was thrown out of the second story window at 3 a.m. and howled till 10 when defendant came down and clubbed it to death. Commr. Hastings inflicted a fine of £5 in default six weeks' imprisonment. Defendant took the latter alternative and went to gaol.

SEARANT Scott prosecuted a Chinaman to-day for selling refreshments during prohibited hours. Mr. Hastings appeared for the defence. On the 26th at 3.30 a.m. the Sergeant went to defendant's matched near Bay View and there saw several men and women (Chinese) being served with coffee and biscuits. Being a holder of a license on which the conditions were clearly expressed, he had no excuse for this offence. Fined £5 or six weeks. Another Chinaman, Valley Road, was charged with a similar offence, and Mr. Geddis who appeared on behalf of the defence, admitted the charge and said that defendant was not a holder of a license and therefore, was ignorant of the conditions. Fined \$1.

## THE GALE.

The hoisting of the red cone yesterday caused a stir amongst the smaller craft in the harbour, and when it was replaced at about 5.15 p.m. by the black signal all available launches were quickly in requisition for towing purposes, and junks, cargo boats, and sampans were towed away to places of safety until well into the night, when the harbour presented a very deserted appearance. During last night there was a fresh gale blowing with heavy squalls, and this morning and throughout the day the passage of the harbour for those whose business necessitated their undertaking it was by no means pleasant, while the ferry launches avoided a detour to either spring over Pedder's Wharf altogether or to perish in the attempt. Several ships sought shelter under the lee of the hills on the opposite mainland, while the rest veered out cable and got up steam in readiness for all emergencies. At one o'clock this afternoon the topsails and yards of the flagships at the Peak, Kowloon Point and the Harbour Office were sent down. So far we have heard of no damage being done, simple warning having been given by the Observatory to enable a small craft to get into shelter.

Along Praya East the spray was flying well over the road this afternoon and it was impossible to pass without a wetting. Quite a crowd collected at Pedder's Wharf to watch the arrivals of the ferry boats, the gales globe-trotter being well in evidence, but few of them appeared inclined to risk a trip across.

## SANITARY BOARD.

A meeting of the Sanitary Board was held this afternoon. Present:—Dr. J. M. Atkinson, Mr. F. H. May (Captain Superintendent of Police), Mr. R. D. Ormsby (Director of Public Works), Dr. F. Clark (Medical Officer of Health) and Mr. Brewin (Acting Registrar General).

### MINUTES.

The minutes of the last meeting were read and confirmed.

SALE OF POISONS.  
Draft by-laws for regulating the sale of poisons were read.

THE President moved that these by-laws be now made by the Board and they be forwarded to the Colonial Secretary.

THROUGH CLERKS IN KENNEDY ROAD.  
An application for permission to erect trough (water) closets at the new married quarters to be erected on Kennedy Road by the Military Authorities, adjourned from last meeting, was further considered.

THE Vice-President: I beg to move that the Board refuse the application because the premises do not fall within the category of buildings in which the Board has agreed in the past to admit the introduction of water closets.

The Medical Officer of Health seconded.  
The Director of Public Works spoke at great length opposing the Vice-President's motion.

The President, Vice-President and Medical Officer of Health voted for and the Director of Public Works and the Acting Registrar General, against the motion.

Carried.

THE PLAGUE SEARCH PARTIES.  
A report by the Hon. F. H. May concerning the search parties of Police employed during the recent epidemic of bubonic plague, was laid on the table.

The President moved that the Hon. F. H. May be thanked for his services during the plague epidemic here.

The Director of Public Works seconded.

Carried.

RESOLUTION FROM LAUNDREYMAN.

This was also adjourned from last meeting for further consideration.

The President said that the laundrymen objected to there being only one caretaker in the premises. He moved that the by-law be amended to allow two caretakers to remain in the premises.

(Left Sitting.)

## A SAILOR'S LIFE.

A curious phase of life in the merchant service was illustrated at the Harbour office to-day when William Alfred, ordinary seaman-charged Captain E. Beveridge, master of the British ship *Y. P. Troop*, with assault. Comd. R. M. Ramsey was on the bench and Mr. O. D. Thomson appeared for the prosecution while Mr. M. W. Slade was for the defence.

The complainant stated that he joined the vessel at Newcastle, N. S. W. in February last for a voyage to Manila with coal. After a few days at sea he was deserted from A.B. to ordinary seaman. At Manila on May 23th they had discharged their coal into the U.S.S. *Olympia* and were taking in ballast from a lighter. The captain used abusive language to them and said that if they did not work harder they were to come on deck. Alfred and another man replied that they could not work harder in the scorching sun. The captain threatened to put them in irons and they asked to see some authority or naval officer to learn whether he had power to do so. The Captain said he was the only power they could see. He said "If you don't go to work I'll put you in irons." Complainant and the other man told defendant it was impossible to work faster. He then put them in irons. Armstrong, the other man put them in the lazarette and complainant stood by the mizen mast, where he stayed for an hour and a half. The Captain refused him a drink of water and to let him change his wet clothes. When the Captain went below witness went forward to get a drink and the defendant came after him and ran him to the poop, where he throned him by his hand to a boat lashing. Then the captain had a row with the mate and told complainant he was a dangerous man. After this defendant hooded witness by his left wrist to an awning station. His arm was sore at the time and he was left there all night. He could not reach the deck with his shoulders. Only his feet could touch the deck. A little after 6 p.m. next day witness was put in the lazarette. On May 29th he sent a letter to the Captain he was sick through wearing wet clothes and the Captain laughed and called him a liar and said he was only pretending about his arm. The men were not allowed to consult any authorities and the two never were asked to turn to after being being put in irons. In answer to Mr. Slade complainant said he had hurt his arm in a storm soon after leaving Newcastle. The captain thought it was broken. He with the mate put it in splints which complainant wore for three days. The doctor of the *Olympia* saw the limb at Manila. At sea complainant took his wheel, helped at the pumps and kept all his look-outs. The doctor gave him some liniment for his arm but did not say he should turn to. Shortly after he did turn to, acting as night watchman. He was not lying down on the lighter. One of the irons was round his wrist and another was shackled to his arm. He was taken to the lazarette in the morning on the poop rail. An entry in the log book about the ironing was read to complainant by the Captain the day after the affair. He was released on June 4th and went to work next day as he was too ill before.

W. Housemann, Robt. Youle, and Joseph Cruise members of the crew gave corroborative evidence. The first of the three said he had shipped for three years some months ago and had got his discharge, receiving his wages short by one month. The Captain said he would not pay him of wages he gave up a month's wages. He did not tell the Shipping Master because the Captain told him not to do so.

A cross summons against the complainant in the above case was next heard, the alleged offence being disobedience of lawful orders in Manila Bay on May 27th.

Capt. Beveridge gave evidence that he shipped the defendant at Newcastle, in bad weather he injured his left arm and complainant put it in splints. This was about two months from the time a complainant told him he need do no work except keep a look-out and he helped at the pumps. He was not forced to do more than he was able with one arm. Complainant told him he got the doctor of the *Olympia* to attend to defendant and he was put to work a few days after. The crew were put to work at loading ballast and complainant said there was no work done for about 15 or 20 minutes.

This was the fourth day taken in loading 110 tons of ballast. He went to the ship's side and saw no one working. The men Armstrong was lying down. Witness told the men to go to work and they said they were at it as hard as possible. Complainant told Alfred said they would not work any more and when told they would be put in irons they said "All right." They were then hooded and Armstrong was placed in the lazarette and Alfred on deck. He saw the latter going forward and brought him back, and shackled him to a ringbolt. Afterwards he shifted him further aft, where complainant could see him. Complainant told him to get up and shackled the latter to the top of the poop rail, about 3 feet high. The irons were about 18 in. long. He asked to see some one in authority. He (complainant) had had some trouble before. He had been to the court and told him that under the circumstances prevailing at the time he should maintain discipline the same as if at sea. He saw the counsel after ironing, the men and was told he should have to keep them in irons. This he forgot to do in the log. He was only one officer at that time and he was a lookout and he told Capt. Chichester, of H.M.S. *Immerdale*, about the men being in irons and also that the men wanted to see the Consul. The naval officer took no steps. Manila was very hot on May 27th. Natives had been employed discharging the coal cargo. He told the two men that they could not see the Consul and that they would wait till next day. It was not until he was summoned by them that he proceeded against them.

A witness gave evidence as to the men being in irons.

Comd. Ramsey said Alfred had practically refused duty but had been sufficiently punished at the time and would not be punished further. For the assault a fine of \$5 was imposed.

## THE "JEAN BART" COLLISION.

The French man-of-war *Jean Bart*, while entering Woosung at daylight on 20th inst., collided with the Hawaiian sailing ship *Helen Brewer*. The latter vessel was lying at anchor at the time, near the Red Buoy. The *Jean Bart* appears to be considerably damaged on the starboard side, forward of the second barbet, the upper part of the deck protection or bulwarks being completely stove in, the boat smashed just above this, also the massive iron davits, carried away—the boat having been crushed to splinters and the davits broken off at the sockets. The after-turret collapsed and is a complete wreck, being broken off with the shock of the collision. From all that can be learned at present about the *Helen Brewer* it appears she is much damaged, her forehold being full of water, and she is lying outside the Red Buoy at Woosung. Captain Maham of the sailing-ship, who was in Shanghai at the time, went down this afternoon. *Mercury*.

## HOW DEWEY OBTAINED MAPS.

It transpires that a Spanish effort to entrap United States Consul Williams at Manila shortly before Dewey's great victory utterly failed. The Spanish Governor at Manila maintained to the last moment that there would be no war and urged Williams to remain. But the Consul had business elsewhere. He had secured splendid maps of Manila and its harbours and was anxious to place them in the possession of Commodore Dewey. The British Consul assumed charge of American interests and Williams left.

## THE HANKOW FIRE.

July 18th.

Last evening at 9.30 a fire broke out in the servants' quarters situated at the back of the premises occupied by Messrs. A. S. Watson & Co., Ltd. The Fire Brigade was quickly on the scene, and three copious streams were employed from the Municipal steam fire engine.

Great assistance was rendered by the native fire engines, and especially by the floating steam fire engine belonging to the China Merchants' S. N. Co. A salvage party was promptly landed from H.M.S. *Albatross* the members of which acquitted themselves in the most praiseworthy manner; it is to be regretted that one blue-jacket was injured by a fall, which at first appeared to be of a serious nature, but the man is now reported to be doing well and likely to completely recover.

Valuable assistance was also rendered by volunteers from amongst the residents and the shipping fleet.

It was evident from the outbreak that the Dispensary was doomed, and all efforts were therefore concentrated on the adjoining building, which were only saved by the most strenuous exertions. At 11.30 p.m. the fire was completely under control. Fortunately there was no wind, otherwise a very much more serious conflagration might have resulted.

The building was situated at the south corner of the Bund, facing the British Consulate. Considering that we have not had a drop of rain since the 23rd of June, the inflammability of an old building, with much wood-work about it will be readily understood.

The offices interested are:—  
North British and Mercantile.....£15,000  
Commercial Union.....£1,000  
Hongkong Fire.....£1,000  
—N. C. D. News Cor.

## THE SHANGHAI WASHERMEN OUT AGAIN.

Says the *Shanghai Daily Press* of the 23rd inst.:—It appears that on account of the national and perfectly justly sentences passed in the Mixed Court upon the rowdy washermen or coolies, that seditious band of miscreants, the Washer-men's Guild, has again broken forth and with a proclamation or poster filled to the brim with high falutin has forbidden its members to work.

For this reason the master washermen feel compelled to return all the garments entrusted to them to wash, washed but not ironed, half washed, or in their primitive state of dirtiness. From one of these masters to his employees we learn that he is compelled to adopt this course for fear that his coolies will damage or destroy the articles left with him to be washed, and he therefore has that his customers will pardon him if he returns their linen just as it is, because he cannot longer be responsible for it.

A very pretty state of things truly, and one that shows just how dependent we are upon the natives with regard to one's every day household affairs.

## THE WEI-HAI-WEI AGREEMENT.

A native paper published at Tientsin reports that the agreement under which Wei-Hai-wei has been leased to Great Britain includes a clause to the effect that the British are to occupy the station on the same terms as those which govern the Russian occupation of Port Arthur and Tientsin. Whenever these two places are returned to China by Russia Wei-Hai-wei shall also be returned to Great Britain. It is further arranged that as Chinese steamers have sovereign rights over the new British Naval Station, but warships shall have always equal rights of entry and accommodation with those of the British Navy, even should Great Britain be at war with another Power.

We may add that the lease of Wei-Hai-wei includes a strip of 150 square miles of land on the coast surrounding the harbour, and it has been arranged that outside this strip of ceded territory, there shall be a belt of neutral ground, 15 miles wide, which is not to be occupied in a military way either by China or Great Britain. *China Gazette*.

## A LETTER FROM THE HEAD OF THE NINGPO GUILD.

SHANGHAI, 23rd July, 1898.

To the Editor of the "Shanghai Mercury."  
Dear Sir,—With regret, I read the leading article of the *China Gazette* of the 22nd inst., and as my name has been mentioned, I cannot but feel bound to reply to it. The writer of the article of the *Gazette* is very wrong in thinking that I was the leader of all the trouble in the French Concession. I have only to assure that just when the trouble arose, I have used all my efforts with my countrymen to obey the laws of the French Consul, and to preserve peace, which is my only desire. When I heard that a general strike amongst my countrymen is to take place, I was the first man to call a meeting, and requested the Guild to request the Consul to order the people not to strike, because I knew the inconvenience that will put the foreign community. I have done what I can, and successfully, to avoid further trouble, and I think I don't deserve the praise (!) of the *Gazette*.

I have at last, to answer the writer of the *Gazette* and the public at large, that I am in no way connected with the trouble in the French town, nor was I the leader, but, on the contrary, I was against it, and did everything in my power to come to a friendly conclusion.

Thanking you in anticipation for the insertion of this letter.

I am, yours faithfully,

YHE CHINGCHONG.

[Why Mr. Chingchong should send his letter of complaint to the *Shanghai Mercury* was at a loss to conceive, unless it is to give his letter a wide circulation. We publish it the same as we would a letter from anyone else, but we quite concur with all our contemporary says in connection with Mr. Chingchong. At the same time we are glad to learn that Mr. Chingchong used all his efforts to get the Ningpo men to obey the laws of the French Consul and to preserve peace. But we should like to know if Mr. Chingchong was an anxious to preserve peace, why he was the first to close his own business places.—Ed. S. M.]

## THE NINGPO JOSS-HOUSE TROUBLE.

July 21st.

THE Temple of the Queen of Heaven North Honan Road, whither Taoist Tsal had gone to confer with the visiting provincial officials, was besieged last evening by an enormous crowd of Chinese, all vowing vengeance upon Mr. Tsal, and wanting to drag him out into the courtyard. What they would have done had they caught him cannot with certainty be said, but the Taoist very wisely did not venture out. He telephoned to the Central Police Station for assistance, and at once a strong body of Sikh and foreign police went to the Temple. Here they found the crowd in an excited state, but a plentiful use of the *baton* was quickly followed by a dispersal. Sikhs were stationed at the Temple to guard the Taoist from further mischief, and the deliberations continued in peace. Why the disaffected are so angry with the present Taoist is not quite clear. So far as is known he had nothing whatever to do with the matter personally or officially until the French and Ningpo people came into conflict.

## EXCUSE FOR EXACTATIONS.



## NOTES FROM THE NORTH.

(From our own Correspondent.)

TIENTSIN, July 16th.

My last few letters have been very dry, that is, I have harped pretty persistently upon the drought. Now it is raining. All around me the continual metallic gurgle affected by rain drops when they are penetrating the interior of an iron house-plate and descending upon a sharp angled joint at the bottom, testifies to the fact. So do several unsightly patches on the walls around me, growing visibly larger and darker. So too, do the Friday-like footprints of the crows' fair hoof in my hall. But we must not grumble. This is St. Swinburn's Day in addition to being the first day of the first hot F., and by rights it ought to rain for 40 days more or less, if St. Swinburn holds sway in the East.

At last I have something to send you, namely the bona fide agreement signed and sealed between the Tungli Yamen and the Peking Syndicate Ltd. or the Anglo Italian Syndicate as it used to be known. This is the first agreement of the kind ever made in China, and it is a matter for great congratulation that it is with Britishers. The P. & T. T. is the first paper in China to publish the English version, but several copies have been sent home. Attached to the text is a very neatly executed photo of the last page of the document showing the signatures of the contracting parties. The Peking Syndicate also has a map showing the precise area covered by the concession, and also the locality of the deposits which are coal, iron and petroleum.

## PEKING SYNDICATE AGREEMENT.

Regulations agreed upon by the Shanai Bureau of Trade and the Peking Syndicate for mining purposes, iron works and transporting mine products of all kinds in the Province of Shanai:

1.—The Governor of Shanai having sanctioned the request of the Shanai Bureau of Trade for the sale of right to open and work coal and iron mines throughout the Districts of Yü-hsin and Ping-tung-cho, and the Prefecture of Lu-an-fu, Tse-chu-fu and Ping-yang-fu, and also petroleum wherever found the several concessions granted are now transferred for operation to the Peking Syndicate for the period of sixty years.

Mining engineers shall first be sent to find in what township and hills the mines are situated and what they produce, and make maps thereof with explanations inserted, which shall be submitted to the Governor of Shanai that he may see that the proposed works are not injurious to the place, and he shall report thereon to the Tungli Yamen for record and at the same time issue a permit for the mines to be opened without the least delay.

If mining lands belong to the people, the lease or purchase shall be made by arrangement with the owners for a reasonable price; if the Government land, the tax to be paid on it shall be double the ordinary land tax for that locality.

2.—The Governor of Shanai has authorized the Bureau of Trade to negotiate a foreign loan not to exceed Taels 10,000,000; should the mining engineers employed find this sum insufficient, the Bureau may borrow more only of the Peking Syndicate.

3.—All matters of administration, exploitation, employees and finance shall be controlled by the Board of Directors of the Peking Syndicate and the Chief Shanai Bureau of Trade shall cooperate.

4.—Each mine must have one Foreign and one Chinese manager, the Foreigner to control the works, the Chinese to attend to all matters between natives and foreigners. Accounts will be kept by the foreign managers, receipts and payments of money to be controlled by the Chinese manager and audited by the Chinese manager. At all times Chinese should be employed as much as possible. All salaries to be paid by the Syndicate.

5.—When prospecting for mines, if there be any boring or sinking of pits to examine mineral deposits, an arrangement should first be made with the land owner to compensate him for any crops injured. If a mine be opened on private land an arrangement must be made with the co-operation of the local officials to leave or buy the land for a reasonable price, fair to both parties as a measure of justice. Wherever land leased or bought for mines contains cemeteries or mortuary shrines some plan must be devised to avoid them; there must be no excavation. After mines are opened, should there be damage to life or buildings from subsidence in the mines, the Syndicate shall make charitable compensation.

6.—Wherever mines are worked there shall be paid yearly to the Chinese Government as employer's tax (Tei-shan), 3 per cent. on the cost of extracting the output of the mines. From the profits shown by the yearly accounts there shall first be paid 6 per cent. interest on the capital employed, and next to per cent. shall be set aside as a sinking fund for yearly repayment of capital and consequent reduction of interest, payments to sinking fund ceasing when the invested capital is wholly repaid; and from the remaining net profit 25 per cent. shall be paid to the Chinese Government and the remainder shall go to the Syndicate for its own disposition.

In future, wherever foreign capital is used to work coal or iron mines in China, this rule for a per cent. Government tax on the output shall be enforced, so that all may be treated alike. This capital being money lent by merchants for mining purposes, the Chinese Government will not in any way be responsible for losses incurred in the business.

7.—The area of mineral districts of Yü Hsin, Ping-tung-cho, Tse-chu-fu, Lu-an-fu is very extensive and many mines may be worked there. But the accounts and profits of each mine must be kept distinct from the others; the gains of one mine should not be made to offset the losses of another and so cause the Government income to suffer reduction.

8.—All machinery, materials and supplies needed for the mines shall on importation be subject to the rules in force with the Keping and other mining companies and pay one full duty and a half to the Maritime Customs and shall be exempt from all inland duties. The products of the mines when exported from a seaport shall pay export duty according to the Customs tariff.

9.—The Syndicate is to control the mines for 60 years, on expiration of which term all the mines of the Syndicate whether new or old, profitable or not shall, with all plant, materials, buildings, land, railways, bridges and all property acquired by the capital of the mines, be handed over gratis to the Chinese Government, and in due time the Bureau shall request the Governor of Shanai to send deputies to take delivery.

10.—It is important that at each mine measures should be taken to prevent discord between officials and people. For this purpose the

Bureau should request the Governor to appoint a deputy, and the Syndicate should nominate one of the gentry, the salaries of both to be paid by the syndicate.

11.—On first opening mines, foreigners must of course be employed as mining engineers and foremen, but later on the Bureau and the Syndicate should arrange to select for such positions any Chinese who may be proficient in mining engineering or managing works. For subordinate positions of little responsibility Chinese should be entirely employed and Shanai natives as much as possible so as to encourage improvement.

12.—The miners employed should be chiefly Shanai men and should be paid fair wages. After the mines are opened the Bureau and the Syndicate should select from European and American mining regulations, suitable ones to apply to questions of compensation to miners for injuries while at work, to pensions for the aged after long service, the limit of daily working hours, &c., and obtain for such regulations the approval of the Governor.

13.—In opening the mines the Syndicate shall establish a school of Engineering and Mining in some locality convenient to the mines, and there shall be selected 30 or 35 promising youths by the local officials and sent to study in this school for foreign instruction and thus prepare for future employment on railways and in mines. The expenses for this school to be met by the Syndicate.

14.—The silver Taels 10,000,000 to be loaned to the Bureau of Trade by the Peking Syndicate is an estimated sum. After the capital necessary for opening each mine has been supplied by the Syndicate, the Syndicate will be authorized to print share certificates and conditions for the capital furnished and fix the time of sale. Chinese merchants who apply for shares within the fixed time shall be allowed to buy of shares for sale any number they wish.

15.—Chinese merchants who wish to buy shares may get them from the Bureau who will procure them at current market rates; or they may themselves buy or sell the shares at pleasure.

If any Chinese gentry or merchant shall within the term of 60 years acquire three lots of all the shares of any one mine, the mine may then be redeemed from the Syndicate and the Bureau shall report upon same and direct that shareholder to take charge of the mine.

16.—If within the area authorized for opening mines there be mines already worked by the people, such private mines shall not be appropriated, but if a proprietor be willing to lease or sell his mine, the Bureau and the Syndicate shall offer a reasonable price for it but no compulsion shall be used.

17.—Whenever it is necessary for any mine to make roads, build bridges, open or deepen rivers or construct branch railways to connect with main lines or with water navigation to facilitate transport of Shanai coal, iron and all other mine products from the Province, the Syndicate or reporting to the Governor of Shanai is authorized to proceed with the works, using its own capital without asking for Government funds. Regulation for the branch railway, are to be made in due time. With reference to the Ching-ling-Tai Yuen railway, for construction of which the Bureau has borrowed capital from others, the Peking Syndicate, to avoid disputes, shall not construct any railway within 100 li on each side of it.

Private land required for the works authorized as above, shall be leased or bought according to the rules already in force with other public companies. No encroachment of private property shall be allowed, and the local authorities must be applied to for protection.

18.—At the end of every year a printed account of profit and loss shall be rendered by each mine to the Bureau, and each mine shall appoint one Chinese and one Foreign auditor to examine the accounts and certify that they are correct, and a general account of profit and loss for all the mines shall be jointly prepared and submitted to the Governor, who will send copies to the Tungli Yamen and Board of Revenue for audit. Payments due to the Government shall be repaid at same time.

19.—At the end of every year the Bureau has borrowed capital from others, the Peking Syndicate, to avoid disputes, shall not construct any railway within 100 li on each side of it.

20.—These regulations shall be made out both in Chinese and Foreign text, each party to have a copy for reference.

Signed in Peking on the twenty-first day of May, 1898, being the second day of the 4th month of the 24th year of the Emperor Kwang Hui.

Signature of the (Signed) A. LUZZATTI, Chief of the Shanai, Gen Agent of the Bureau of Trade, Peking Syndicate, Ltd.

The area of Shanai is 55,000 square miles, and over two thirds of this area is covered with coal from twenty to forty feet thick. The deposit is remarkably uniform and almost horizontal. In the western half of the province it is bituminous and cokes well; in the Eastern half anthracite, extending into the north of Honan. It is estimated that there are six hundred and thirty thousand millions of tons of anthracite coal alone. The situation in China today therefore is briefly this:—Russia, Mongolia, Manchuria, Liaoning and railway from Peking to Hankow.

Germany, Kiaochow with mining and railway privileges in Shantung, with possibly railway from Tientsin to Nanjing.

France—Integrity of provinces south of Yangtze. Railway privileges to Yunnan.

Japan—Integrity of Fokien Province.

America—Preliminary contract for railway from Hankow to Canton.

England—Welsh-wel. China's pledge of Yangtze valley. Railway privileges in Yunnan. China's Coal. Railway Shanghai to Nanking and also Hankow.

## NOTANDA.

## CALENDAR.

JULY.

Meteorological means based on ten years' observations to 1895.

Barometer ..... 29.73

Thermometer ..... 81.5

Humidity ..... 83

Rainfall ..... 15.98

TO-DAY.

On date at 4 P.M.

Barometer ..... 29.54

Thermometer ..... 80

Humidity ..... 81

Rainfall ..... 0.48

TO-DAY.

Thursday, 28th July, 1898.

Chinese—10th of 6th moon of 34th year of Kwong-ti.

Sun—Rises ..... 5hr. 31min.

Sets ..... 5hr. 31min.

High water—Morning ..... 7hr. 31min.

Afternoon ..... 10hr. 31min.

Low water—Morning ..... 3hr. 15min.

Afternoon ..... 3hr. 15min.

ANNIVERSARIES.

1750—Earl of Essex beheaded.

1794—Robespierre guillotined.

1854—Nanking re-taken by the Imperialists.

1878—Death of the infant prince Tsu-tao-Moyo, heir to the Japanese throne.

1883—The s.s. *Luang* wrecked off Port Arthur.

TO-MORROW.

Friday, 29th July, 1898.

Chinese—11th of 6th moon of 34th year of Kwong-ti.

Month of the Festival of All Souls.

Sun—Rises ..... 5hr. 31min.

Sets ..... 5hr. 31min.

Annular Eclipse of the Sun, invisible in Hongkong.

Moon—New Moon ..... 11hr. 35min. a.m.

High water—Morning ..... 7hr. 31min.

Afternoon ..... 10hr. 31min.

Low water—Morning ..... 3hr. 15min.

Afternoon ..... 3hr. 15min.

ANNIVERSARIES.

1588—The Spanish Armada dispersed by the British Fleet.

1858—Treaty between United States and Japan.

1889—Great earthquake at Komamoto, Japan.

1894—Defeat of the Chinese by the Japanese at Yalu.

1896—Severe typhoon in Hongkong and Macao; great damage to house property.

## SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Chalydra*) 30th inst.

French (*Salade*) and prox.

Canadian (*Empress of China*) 3rd prox.

American (*Coptic*) 4th prox.

Tacoma (*Columbia*) 17th prox.

American (*Gothic*) 23rd prox.

THE O. S. Co.'s steamer *Ducallion* will leave Borneo for this port on the 30th inst., and may be expected to arrive here on the 5th prox.

THE Nippon Yusen Kaisha's steamer *Isada Maru* (Europe Line) left Kobe for this port yesterday, the 27th inst., and is expected to arrive here on the 1st prox.

THE Nippon Yusen Kaisha's steamer *Idzumi Maru* (Bombay Line) left Singapore for this port yesterday, the 27th inst., and is expected to arrive here on the 1st prox.

THE Canadian Pacific Railway Co.'s steamer *Empress of China*, arrived at Nagasaki at 5.30 a.m. to-day, the 28th, and will leave at 8 p.m. for Shanghai, where she is due to arrive at 11 a.m. to-day, the 30th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Kobe at 10.30 p.m. on the 26th; and left at noon on the 27th, for Yokohama, where she is due to arrive at 11 a.m. to-day, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

*Isada Maru* ..... at Kowloon Dock

*Ningchow* ..... " "

*Tallman* ..... " "

*Freje* ..... " "

*Prins Heinrich* ..... " "

*Thales* ..... " "

*Shantung* ..... at Cosmopolitas "

SWATOW.

Arrivals from Agents.

July 26 *Nanyang* ..... Amoy, L.Y.S. & Co.

27 *Kiangshing* ..... Hongkong, Tung Kee

27 *Halmu* ..... Hongkong, J. M. & Co.

27 *Kongkong* ..... Hongkong, J. M. & Co.

27 *Wingang* ..... Shanghai, J. M. & Co.

Departures for Agents.

July 27 *Nanyang* ..... Straits, L.Y.S. & Co.

27 *Kalong* ..... Shanghai, B. & S.

27 *Halmu* ..... Hongkong, J. M. & Co.

27 *Wingang* ..... Hongkong, J. M. & Co.

27 *Kongkong* ..... Amoy, J. M. & Co.

1st Port—*Kiangshing*.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.—Advt.

TO BE LET.

TO LET.

GODOWN IN BLUE BUILDINGS.

FLOORS IN STANTON and ELGIN STREETS.

No. 5, RIFON TERRACE.

No. 3, ELGIN STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 25th July, 1898. [12]

TO BE LET IMMEDIATELY.

THOMSEN'S HOTEL, KULANGSU, AMOY, Furniture to be taken over. For particulars apply to J. E. THOMSEN & CO., Amoy. 20th June, 1898. [11]

## Auction.

## PUBLIC AUCTION.

M. R. GEO. LAMBERT has received instructions from the Mortgagees to sell by PUBLIC AUCTION, ON FRIDAY, the 31st August, 1898, at 3 P.M., On the Premises.

ALL VALUABLE LEASEHOLD PROPERTIES.

Known as No. 91, 94, 96, 98, 100, 102, 104, 106, 108, 110 and 112 Queen Road East and registered in the Land Office as SECTION B. OF MARINE LOT No. 31 and SECTION A. OF MARINE LOT No. 36.

The properties are held for the unexpired residue of two several and respective terms of 999 years under Crown Leases both dated the 24th May 1854.

The area of the said properties is as follows:—Section B. of Marine Lot No. 31—500 square feet. Proportion of Crown Rent \$12.00 per Annum.

Section A. of Marine Lot No. 36—7887 square feet. Proportion of Crown Rent \$139.08 per Annum.

The said properties will first be put up for sale in ONE Lot and if unsold the same will then be put up for sale in eleven lots.

For further particulars and conditions of sale, apply to M. R. GEO. P. LAMBERT, Auctioneer, or to Messrs. DEACON & HASTINGS, Vendor's Solicitors, 35, Queen's Road, Hongkong, 25th July, 1898. [908]

## Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG. SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY FAIR, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS. Sole Agents for Louis Andromed's Watches awarded the highest Prizes at every Exhibition; and for Veltzinger and Sohn's CELEBRATED OPERA GLASSES. WARING'S GLASS AND STYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

MITSUBI BUSSAN KAISHA.

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO. Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agencies:—Mitsui Coal Mines, Onoda Coal Mines, Kanagawa Coal Mines, Tokyo Marine Insurance Co., Limited, Meiho Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagawa Cotton Spinning Mill, Japan, The Mitsui Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Cloth Factory.

Hongkong, 11th December, 1896. [41]

DENTISTRY.

DR. SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST, No. 8, Queen's Road Central, Hongkong, 9th February, 1898. [52]

SIEN TING, SURGEON DENTIST, No. 10, PADJALIR STREET, TERMS VERY MODERATE. Consultation free. Hongkong, 21st September, 1897. [43]

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, 10, JIN-HOON ROAD.

I am now in a position, in his New and Commodious Premises, to eclipse, as becoming, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS as a specialty. Hongkong, 22nd September 1897. [62]

NOTICE.

NOT RESPONSIBLE FOR DEBTS. Neither the CAPTAIN, the AGENTS, nor the OYSTERMEN will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—ANGEL, Brit. str. Wm. Ward—Doddwell, Carill & Co. BUTAN, Spanish str., Madrigo—Brasao & Co.

Hongkong, 15th March, 1897. [64]

## Intimations.

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SIXTY-FOURTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Building, Queen's Road Central, on TUESDAY, the 2nd August, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant to 2nd August inclusive.

By Order of the Board of Directors. T. ARNOLD, Secretary. Hongkong, 15th July, 1898. [866]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 13th day of August next at Noon for the purpose of receiving the Report of the Court of Directors together with a Statement of accounts to 30th June, 1898.

By Order of the Court of Directors. T. JACKSON, Chief Manager. Hongkong, 15th July, 1898. [903]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED ON SATURDAY, the 30th July current to the 13th day of August next (both days inclusive) during which period no transfer of Shares can be Registered.

By Order of the Court of Directors. T. JACKSON, Chief Manager. Hongkong, 25th July, 1898. [904]

A LONG FELT WANT AT LAST SUPPLIED.

WANTED! WANTED! WANTED! ONE HUNDRED PERSONS TO COME EVERY DAY TO THE ROSHERVILLE OF THE FAR EAST.

THE PLACE TO SPEND A HAPPY DAY. THE WATERFALL INN. A BOON FOR ALL.

THE Steam Launch "SHUN LEE" will leave the NEW STONE PIER at the foot of Pottinger Street, at 5.15 P.M. sharp, for WATERFALL BAY, where there is a Long Pier and Bungalow erected for Bathing purposes, returning for VICTORIA at 7 P.M. Every Day.

Season Tickets, (5 months) ..... \$20 Monthly ..... \$5 Single ..... \$1 Trip ..... \$1

Towels and Bathing Suits supplied. Special arrangements for Schools and Families. COME AND SEE WHAT A GOOD THING IS OPEN FOR YOU.

Mr. EDWARDS holds a License, and Refreshments can be had on the Premises.

COME ONE, COME ALL, ALL ARE WELCOME.

The cheapest and most pleasant way of spending a few hours during Summer months.

The cause of so much sickness among the Middle and Poorer class of Europeans is the absence of all means of recreation.

If some means could be adopted for daily trips in a Steam Launch with sea Bathing it would mean the alleviation of much suffering among the people that have to spend their days during the Summer months in the office, and the nights in miserable Tenements that are only fit for Chinese, and I believe it would be the cause of a great reduction in the annual death rate.

Dr. P. B. C. AYRES in his Annual Report.

LOOK OUT On SATURDAY the Launch will make an Extra Trip starting from Pottinger Street Wharf at 3 P.M. sharp returning for Victoria at 12 (midnight).

On SUNDAY the Launch will leave the Wharf at 3 P.M. returning for the usual 5.15 P.M. trip. Finally returning for Victoria at 7 P.M.

EXTRA TRIPS. Subscribers ..... \$50 Non-Subscribers ..... \$100

TICKETS to be had on the Launch, or on application to JAS. EDWARDS, Manager, 17, Praya Central. Hongkong, 12th July, 1898. [785]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS. Sole Agents in the East for the amalgamated CUMBER, HUMBER and GLADIATOR CO., LD., DUNLOP TYRE'S BICYCLES—PRICE—\$185. A special reliable Watch made for this Climate. Quality A ..... \$16 Quality B ..... \$12 10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office. [41]

ANTI CORROSIVES. ANTI FOULINGS.

MANUFACTORY all sorts of OIL PAINTS and COLOUR-WASH PREPARED IN ALL COLOURS TO SUIT PURCHASERS.

GENERAL AGENCY. BAILEY'S ENGINEERING AGENCY, 17, PRAYA CENTRAL. Hongkong, 14th May, 1898. [29]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, 25, WATER STREET, YOKOHAMA and 34, DIVISION STREET, KOBE. Hongkong, 15th March, 1897. [34]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BORNEO."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignee will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Italy, &c. S. S. Suez. Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMASHIRO MARU	THURSDAY ISLAND, PORT DOUGLAS, TOWNSVILLE, MACRAY, BRISBANE, SYDNEY AND MELBOURNE.	TO-MORROW, 29th July, at Noon.
INABA MARU	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.	TUESDAY, 2nd August, at 4 P.M.
IZUMI MARU	KOBE AND YOKOHAMA.	THURSDAY, 4th August, at 4 P.M.
SENDAI MARU	VLADIVOSTOCK, VIA SHANGHAI, CHEFOO, CHENGLUPO, NAAGASAKI, FUSAN AND GENSAN.	FRIDAY, 5th August, at Noon.
KINSHU MARU	SEATTLE, WASH., U.S.A., VIA KOBE AND YOKOHAMA.	SATURDAY, 6th August, at 4 P.M.
MATSUMOTO MARU	BOMBAY, VIA SINGAPORE AND COLOMBO.	TUESDAY, 12th August, at Noon.
KAMAKURA MARU	MARSEILLES, LONDON, AND ANTWERP, VIA SINGAPORE, COLOMBO AND PORT SAID.	TUESDAY, 16th August, at 4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

## DR. KNORR'S ANTIPYRINE

"LION BRAND"  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.  
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution, possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.  
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.

SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS!

## DR. OVERLACH'S MIGRAININE

"LION BRAND"  
(ANTIPYRINE—CAFFEINE—CITRATE.)  
(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.  
(2) The best antipyretic, even in threatened collapse, because the caffeine of Migraine acts simultaneously as an analeptic.

Use only DR. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."  
Sole Manufacturers: FARMWERK VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.  
Literature of the above Preparations supplied gratis at request to medical men.

## Shipping.

## STEAMERS.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.  
THE Company's Steamship

"TANTALUS,"  
Captain Hannah, will be despatched as above on MONDAY, the 1st August.  
For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 23rd July, 1898. (881)

FOR NEW YORK, VIA SUEZ CANAL.  
THE Company's Steamship

"FORTUNA,"  
will be despatched as above on or about the 1st August.

To be followed by S.S. "CRAIGHARN," on or about 10th August, 1898.  
For Freight, &c., apply to SHEWAN, TOMES & Co. Agents.  
Hongkong, 14th July, 1898. (1838)

HAMBURG-AMERICA LINE.  
(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.  
Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.

THE Company's Steamship

"ASTORIA,"  
Captain Hahn, will be despatched for the above Ports on WEDNESDAY, the 3rd August.  
For Freight, apply to CARLOWITZ & Co. Agents.  
Hongkong, 25th July, 1898. (897)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS.  
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO,"  
Captain H. C. Harris, will be despatched as above on or about the 11th August.  
For Freight, &c., apply to HOLLIDAY, WISE & Co. Agents.  
Hongkong, 21st July, 1898. (886)

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.  
THE Company's Steamship

"HAIMUN,"  
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 29th instant, at 10 A.M.  
For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.  
Hongkong, 28th July, 1898. (913)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.  
THE Company's Steamship

"SHANTUNG,"  
Captain Fremont, will be despatched as above TO-MORROW, the 29th instant, at Noon.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 28th July, 1898. (900)

NORDEUTSCHER LLOYD.

STEAM TO SHANGHAI.  
THE Company's Steamship

"PRINZ HEINRICH,"  
Captain O. Coppers, will leave for the above place from No. 1 Kowloon Dock TO-MORROW, the 29th instant.  
The exact hour of departure will be fixed later on.  
For further Particulars apply to MELCHERS & Co. Agents.  
Hongkong, 16th July, 1898. (885)

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"FATHAN,"  
will sail on the 29th July, 1898.

S.S. "SIKH" ..... about 13th Aug., 1898.  
S.S. "ARGYL" ..... 31st Aug., 1898.  
S.S. "MACDUFF" ..... 15th Sept., 1898.  
S.S. "GHAZEE" ..... 30th Sept., 1898.  
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.  
Hongkong, 27th July, 1898. (293)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OOPACK,"  
Commander J. Bister, will be despatched as above on or about the 29th instant.  
For Freight, &c., apply to HOLLIDAY, WISE & Co. Agents.  
Hongkong, 25th July, 1898. (906)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS.  
(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PAKLING,"  
Captain H. L. Allen, will be despatched as above on or about the 30th instant.  
For Freight, &c., apply to HOLLIDAY, WISE & Co. Agents.  
Hongkong, 13th July, 1898. (861)

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"KNIGHT TEMPLAR,"  
Captain W. W. Pain, R.N.R., will be despatched for the above Ports on SATURDAY, the 30th instant, at Noon, instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 27th July, 1898. (893)

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE,"  
Captain Craig, will be despatched for the above Ports on TUESDAY, the 2nd August, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co. Agents.  
Hongkong, 25th July, 1898. (901)

SAILING VESSELS.

FOR NEW YORK.

THE "A" A Norwegian Bark

"PRINCE ARTHUR,"  
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co. Agents.  
Hongkong, 12th July, 1898. (858)

FOR SAN FRANCISCO.

THE "A" A British Ship

"HAWTHORNBANK,"  
Greig, Master, now loading here for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co. Agents.  
Hongkong, 14th July, 1898. (744)

## Mails.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.  
IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia 2,601 | T. H. Dobson ... | Aug. 6.  
Columbia 2,601 | A. Gow ... | Aug. 23.  
Tacoma 2,549 | A. Dixon ... | Sept. 17.  
Victoria 3,467 | J. Truebridge ... | Sept. 27.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmat 3,601 | E. Porter ... | Aug. 13.  
Mogul 3,654 | W. H. Wright ... | Sept. 10.  
Brasmat 3,601 | E. Porter ... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR AND STEWARDESSE carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY AND CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.  
Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.  
Hongkong, 25th July, 1898. (4)



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"  
Captain F. N. Tiltard, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 6th August, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.  
Hongkong, 23rd July, 1898. (5)

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG, (SUBJECT TO ALTERATION.)

Prinz Heinrich ... | Wednesday | 17th Aug.  
Prinzess ... | Wednesday | 14th Sept.  
Darmstadt ... | Wednesday | 12th Oct.  
Sachsen ... | Wednesday | 9th Nov.  
Bayern ... | Wednesday | 7th Dec.  
Prinz Heinrich ... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 17th day of Aug., 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH" Captain O. Coppers, with MAELS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 15th August. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 16th Aug., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 16th Aug. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

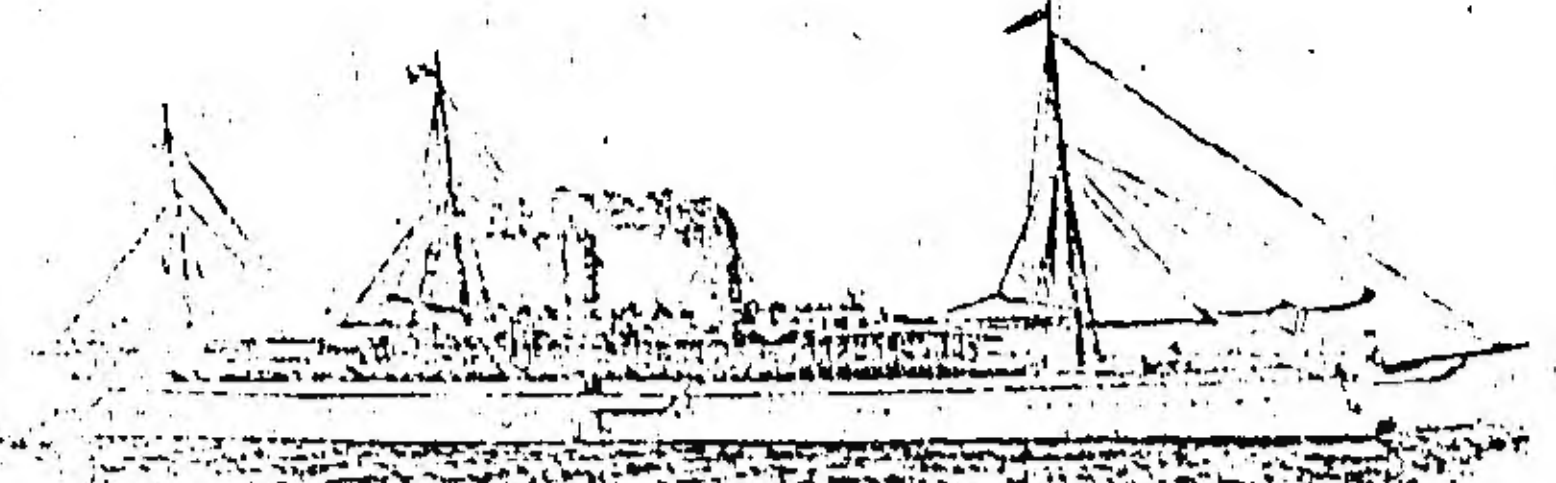
Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co. Agents.  
Hongkong, 20th July, 1898. (885)

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK to the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender's Street.

Hongkong, 20th July, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.  
Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 1st Sept., at Noon.  
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 20th Sept., at Noon.

THE Company's Steamship

"COPTIC,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 13th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 20 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 22nd July, 1898. (2)

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstructive Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co. Paris. Sold by all Chemists.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 6th March, 1897. (11)

Printed and Published by ETHELBERG FORBES SKETCHLY, at No. 6, Pender's Hill, in the City of Victoria, Hongkong.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS TARIFF?

BREAKFAST ..... \$ 0.55  
DINNER ..... 0.75  
3 MEALS DAILY (Monthly Rate) ..... 40.00  
1 Tiffin ..... 15.00  
1 DINNER ..... 20.00  
Tiffin & Dinner ..... 30.00  
BREAKFAST & Tiffin ..... 25.00  
BREAKFAST & Dinner ..... 25.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD, Manager.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

BILLIARDS.

F. BOHM, Proprietor & Manager.

Hongkong, 3rd April, 1898. (21)

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled in the Colony. Cuisine & Specialty none in comparison. Liquors of carefully selected quality. Billiard-tables and Bowling-alleys excellent.

J. W. OSBORNE, Proprietor.